

Carolina Avenue (SR 1347)

from US 64 to existing 20' crosssection

Local ID: TRAN0028-H

Purpose: Facility Deficiencies

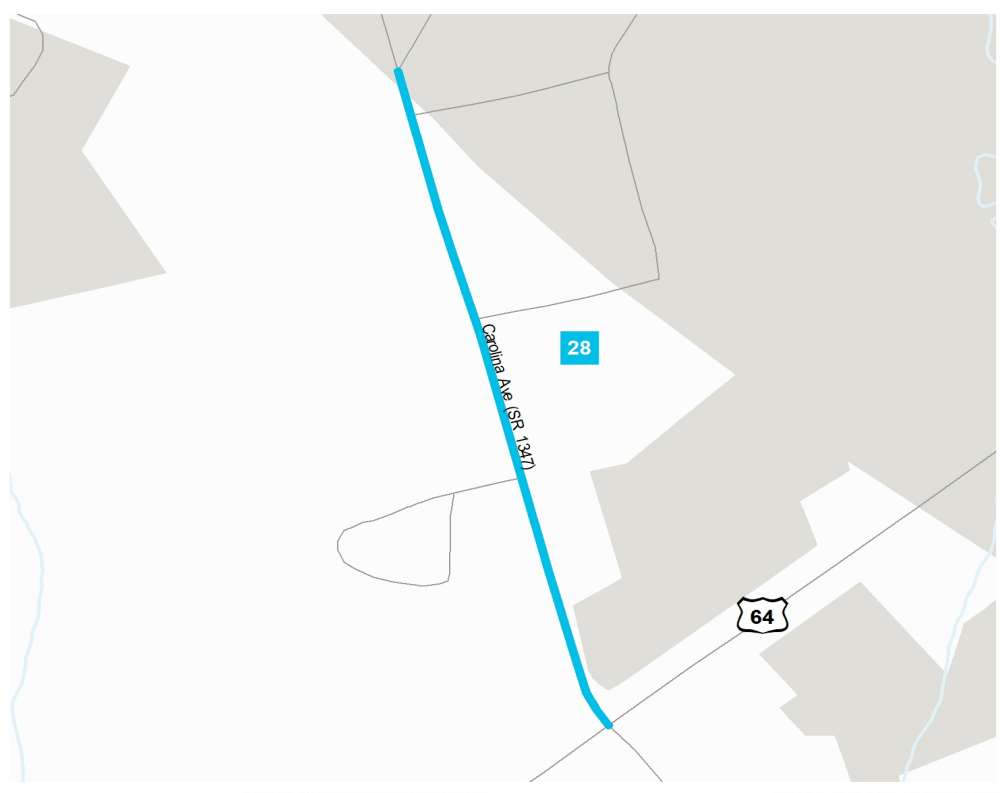
Improvement: Improve Existing

Identified Need

Carolina Avenue from US 64 to existing 20' cross section has no paved shoulder and lane widths of 8 feet.

Recommendation

Utilize the current right-of-way to update roadway with sidewalk, curb, and gutter.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	—	Interchange	⊙	□	■
Access Management / Operations	#	—	—	Bridge / Overpass	⊙	○	●
Modernization	#	—	—	Intersection	⊙	∠	▲
Other	#	—	—				

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Estimated Cost	-
Length (miles)	0.25
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	960	1300	-
Capacity (vpd)	10000	10000	10000

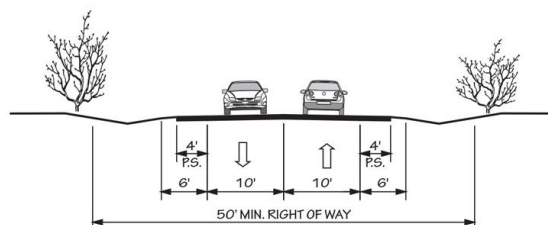
Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

None

TYPICAL SECTION No. 2C**2 LANE UNDIVIDED WITH PAVED SHOULDERS**

POSTED SPEED 25-35 MPH

Project OverviewLinkage to Other Plans

This facility is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations

Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. Sidewalks are recommended along this facility as part of the Brevard Pedestrian Plan (2018) which recommends sidewalks from US 64 to Cashiers Valley Road (SR 1344).

Goals & Objectives Survey

The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context

Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed. This facility is an established residential area with limited available right-of-way. This area has developed up to the road and

efforts should be made to maintain existing neighborhood characteristics: mature tree cover, low vehicle speeds, and residential traffic. Future improvements along Carolina Ave should reflect other roads in the Silversteen Community such as Silversteen Drive, which has curb-and-gutter on one side of the road.